BookletChart™

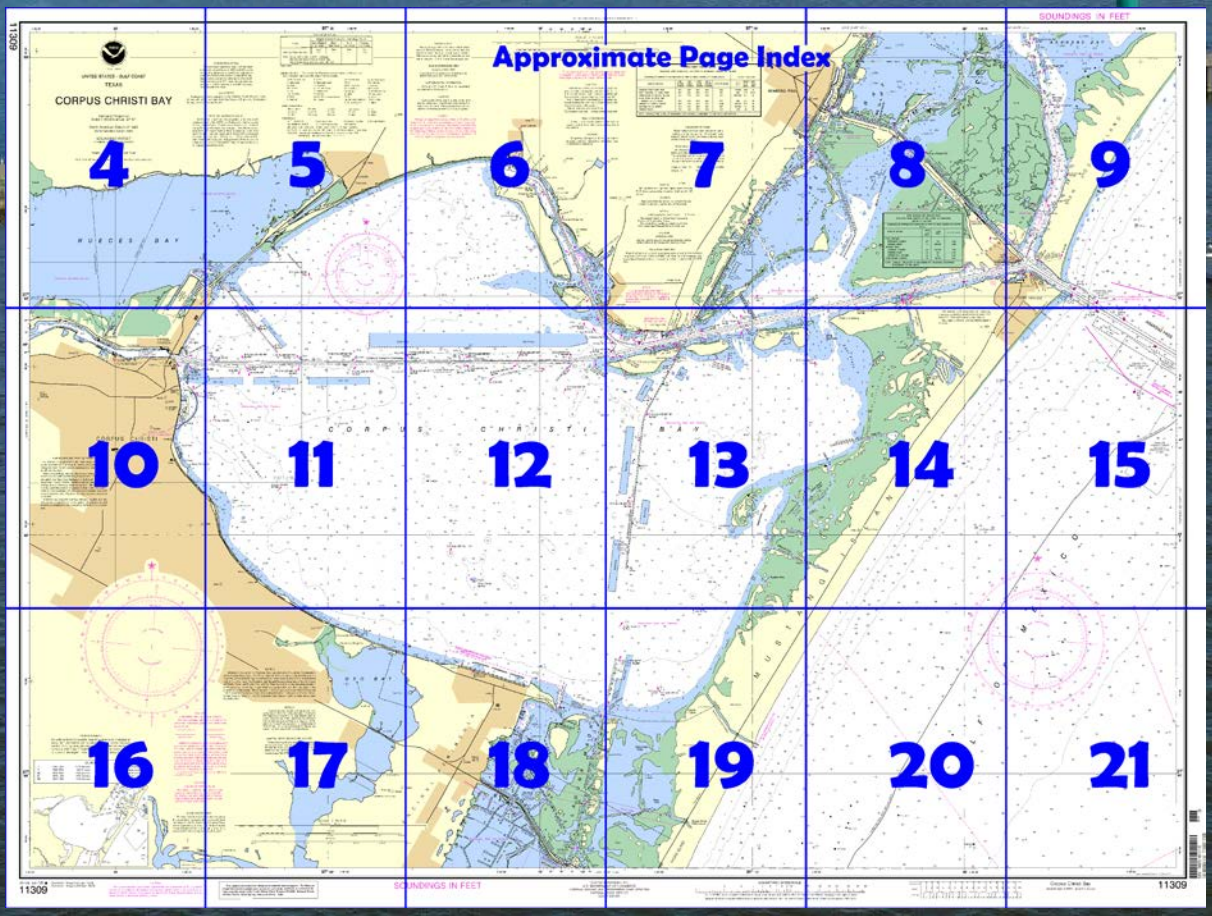
Corpus Christi Bay

NOAA Chart 11309

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

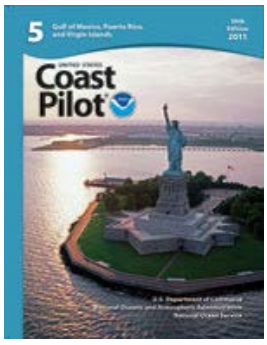
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11309



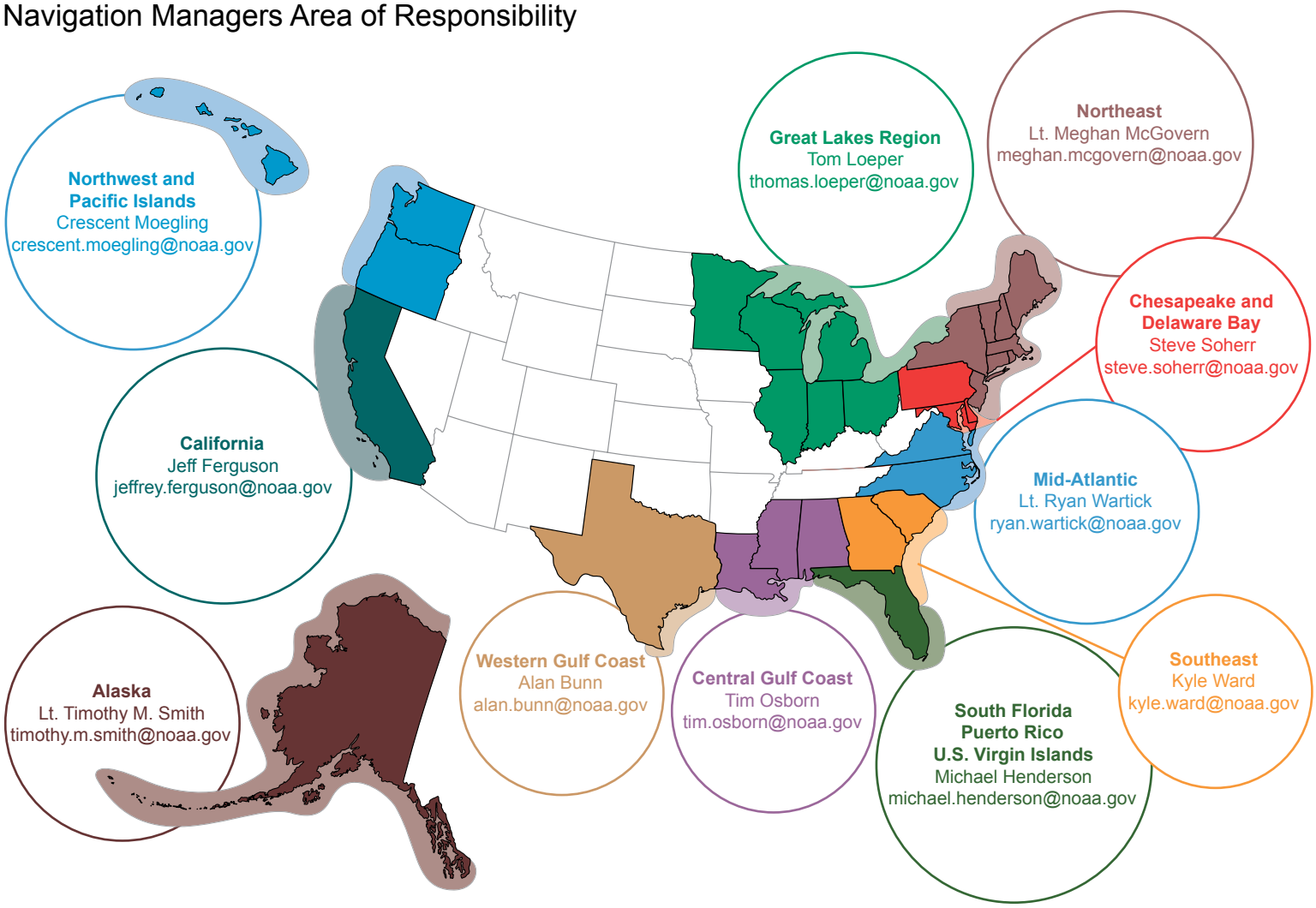
[Coast Pilot 5, Chapter 11 & 12 excerpts]
Vessels should approach Aransas Pass through the prescribed Safety Fairways. (See **166.100 through 166.200**, chapter 2.)
Note: The Aransas Pass Safety Fairway, the SE approach to Aransas Pass, consists of partially divided parallel shipping fairways instead of a single fairway. These parallel fairways are not a traffic separation scheme. However, in the interest of vessel traffic safety, the use of the NE lane for inbound **(298°)** traffic and the SW lane for outbound **(118°)** traffic is recommended.

A **safety zone** has been established around loaded liquified petroleum gas (LPG) vessels transiting Corpus Christi Channel between the outer end of Aransas Pass jetties and Port of Corpus Christi Oil Dock No. 10, including La Quinta Channel. (See **165.1 through 165.8, 165.20, 165.23, and 165.808**, chapter 2, for limits and regulations.)
The Coast Guard advises vessels to exercise particular caution where the channel intersects the alternate route of the Intracoastal Waterway at Lydia Ann Channel, about 1.6 miles above the entrance jetties, and where Corpus Christi Channel intersects the Intracoastal Waterway main route, about 7.1 miles above Lydia Ann Channel. Situations resulting in collisions, groundings, and close quarters passing have been reported by both shallow and deep-draft vessels. The Coast Guard has requested vessels make a **SECURITE** call on VHF-FM channels 12 and 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility.
Anchorages.–Vessels should anchor off Aransas Pass in the Aransas Pass Fairway Anchorages. (See **166.100 through 166.200**, chapter 2.)
A **special anchorage** is in Corpus Christi Bay. (See **110.1 and 110.75**, chapter 2, for limits and regulations.)
Currents.–The currents at times have velocities exceeding 2.5 knots in Aransas Pass; they are greatly influenced by winds. Predictions may be obtained from the Tidal Current Tables.
It is reported that the currents outside Aransas Pass are variable. South-bound currents when reinforced by northerly winds have produced a drift that has been reported as high as four knots across the mouth of the jetties.
Winds from any E direction make a rough bar and raise the water inside as much as 2 feet above normal. Winds from any W direction have an opposite tendency. A sudden shift of the wind from S to N makes an especially rough bar for a short time. During summer months, S winds prevail, becoming moderate to fresh in the afternoon (190) The principal imports are crude oil, bauxite, chrome, zinc, bulk ores, iron ores, metallurgical coke, copper concentrate, petroleum products. The principal exports include wheat, corn, barley, sorghum, refined petroleum products, aluminum products and ores, petroleum coke, coal, industrial chemicals, machinery, and general cargo. There is considerable local and coastwise movements of petroleum products, sand and gravel, cement, various ores and metals, and industrial chemicals.
Aransas is a small commercial fishing and resort town on the N end of **Mustang Island** at the inner end of Aransas Pass. A marked dredged channel leads to a turning basin just inside the pass. In November 2000, the controlling depth was 7.0 feet (8.0 feet at midchannel) in the channel and 8.0 feet in the basin
Harbor Island is at the head of Aransas Pass. Large oil-handling plants with berths are on the SE end of the island (see Wharves, Corpus Christi.). A dredged turning basin is E of the berths along the N side of the ship channel. State Route 361 causeway begins at the ferry landing and crosses Morris and Cummings Cut and Redfish Bay, and leads to the town of Aransas Pass on the mainland.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Navigation Managers Area of Responsibility

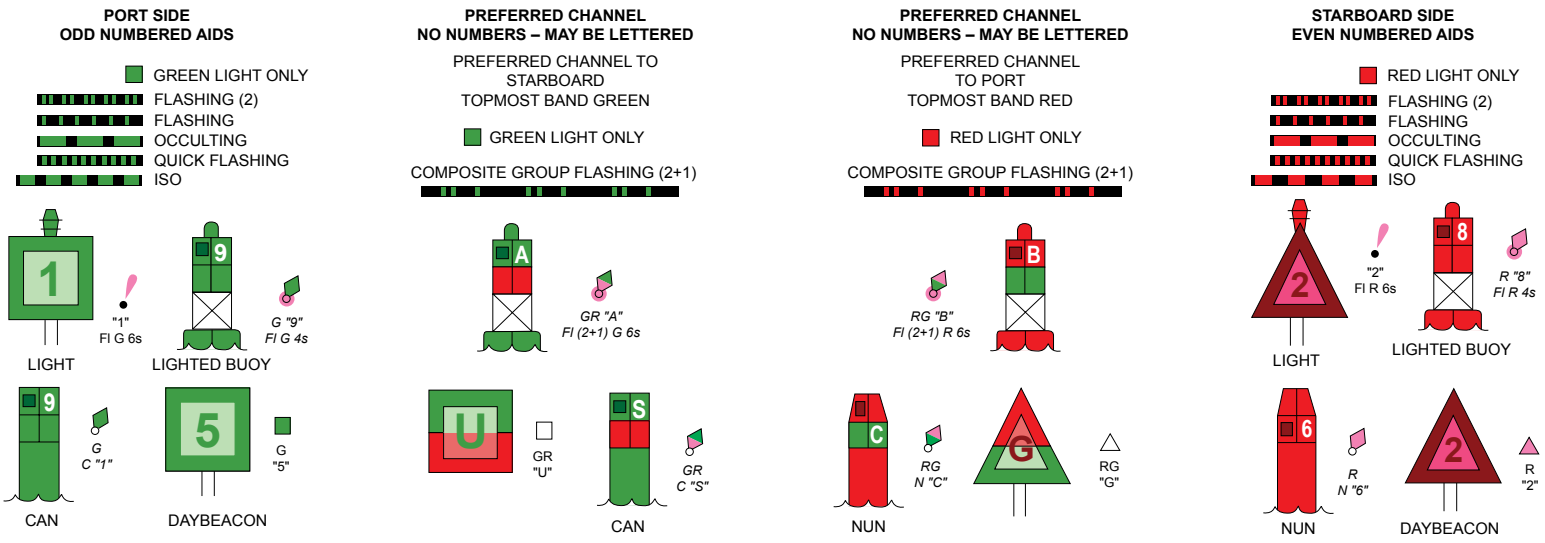


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

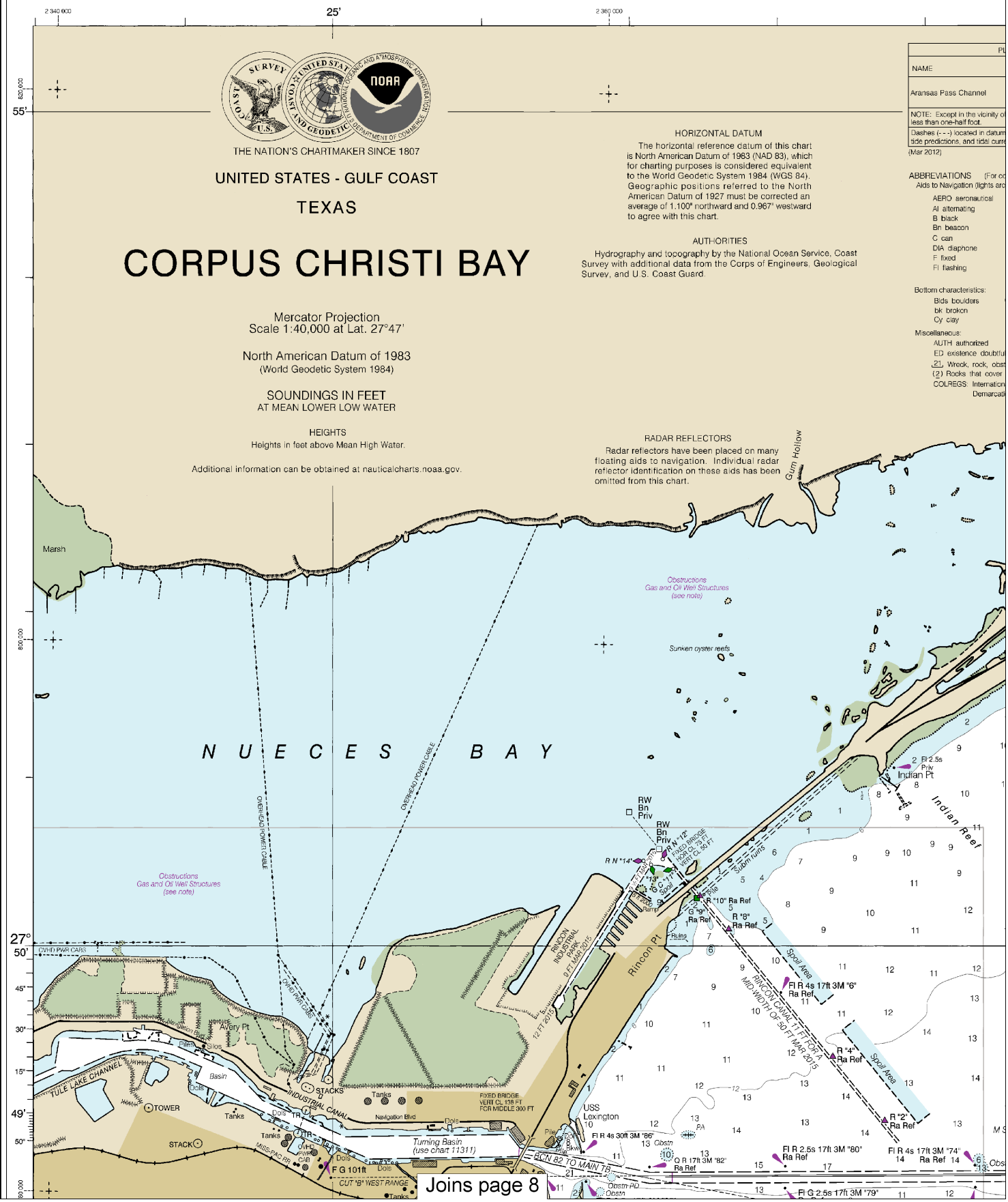
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*



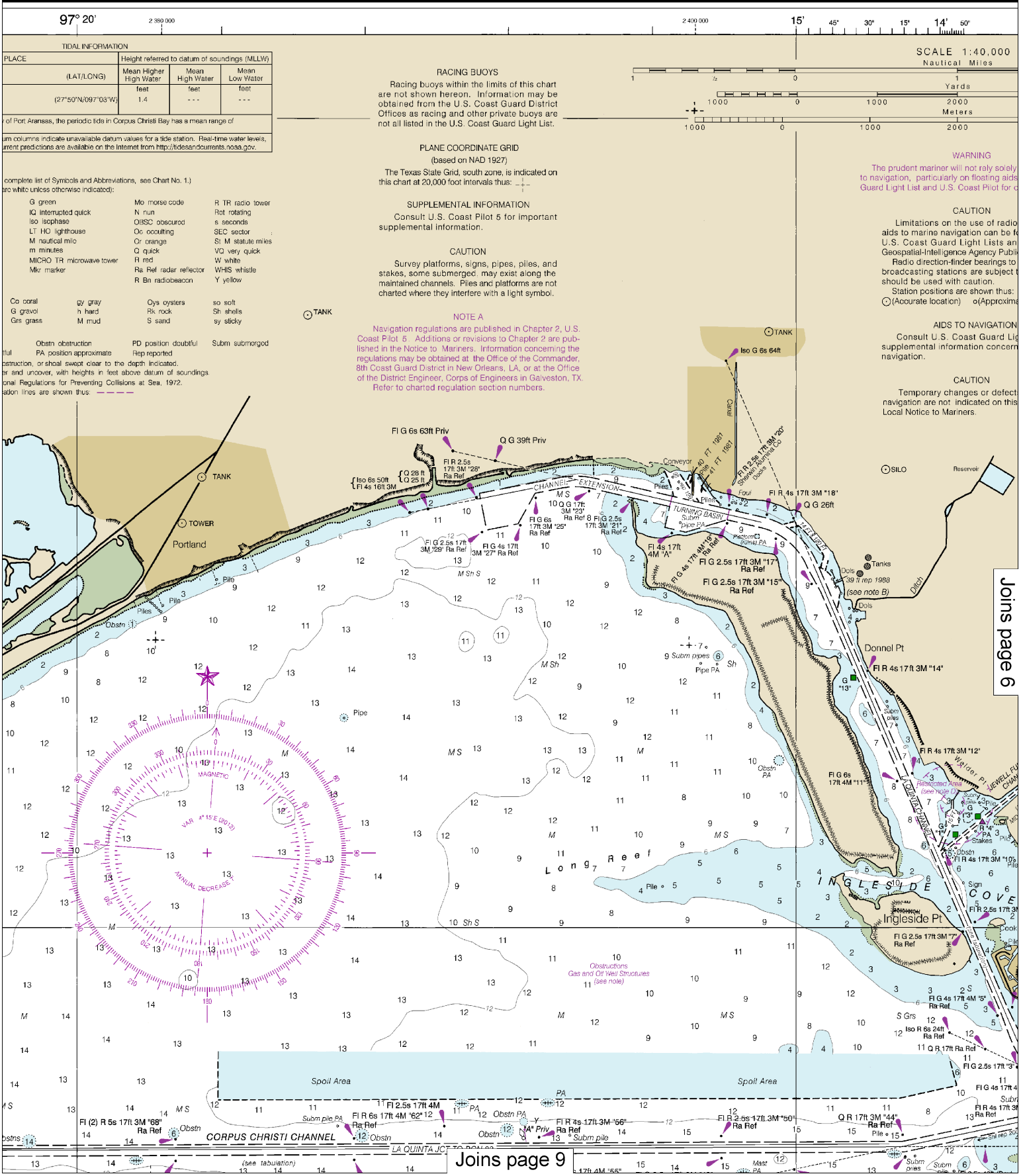
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

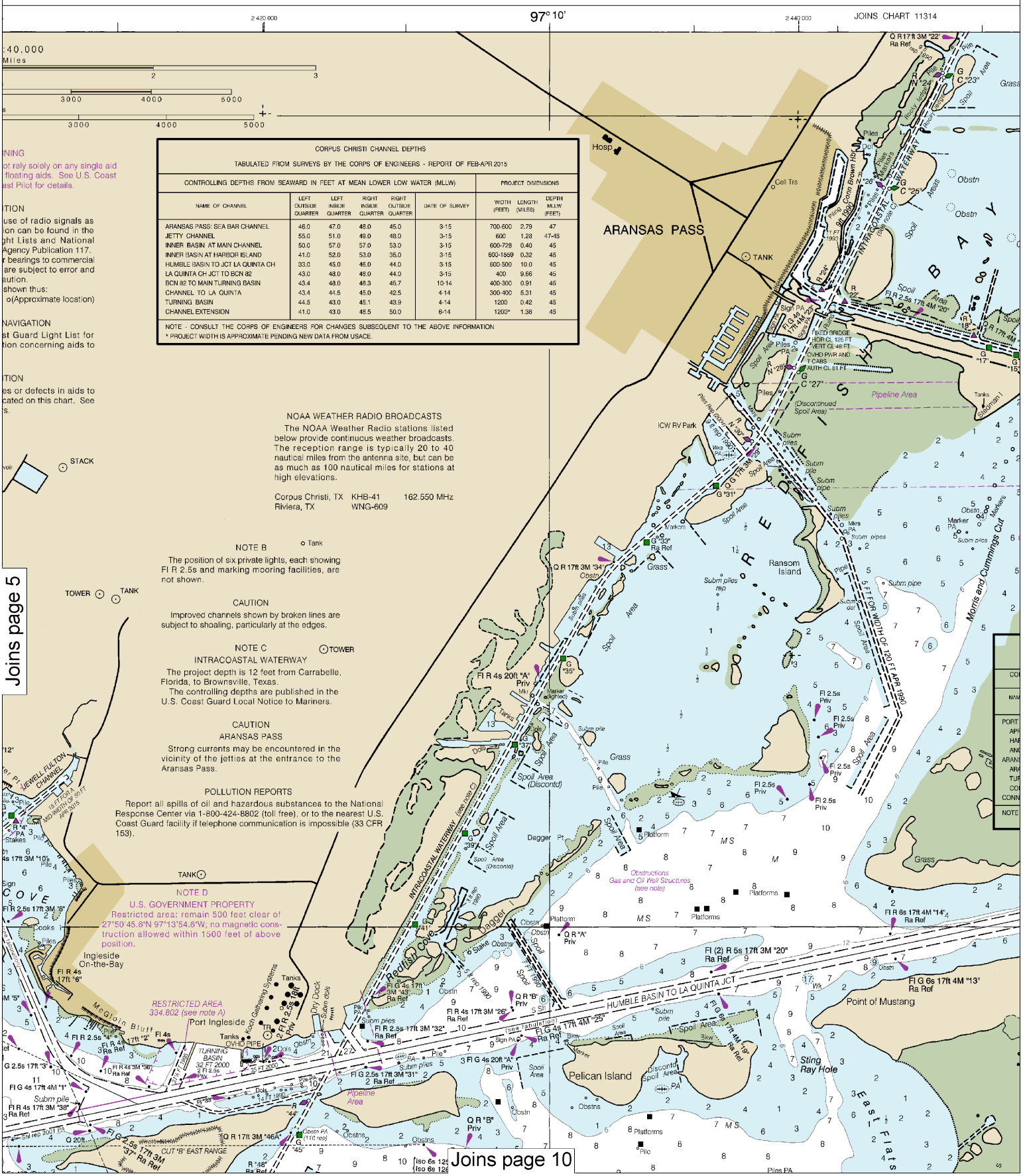
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

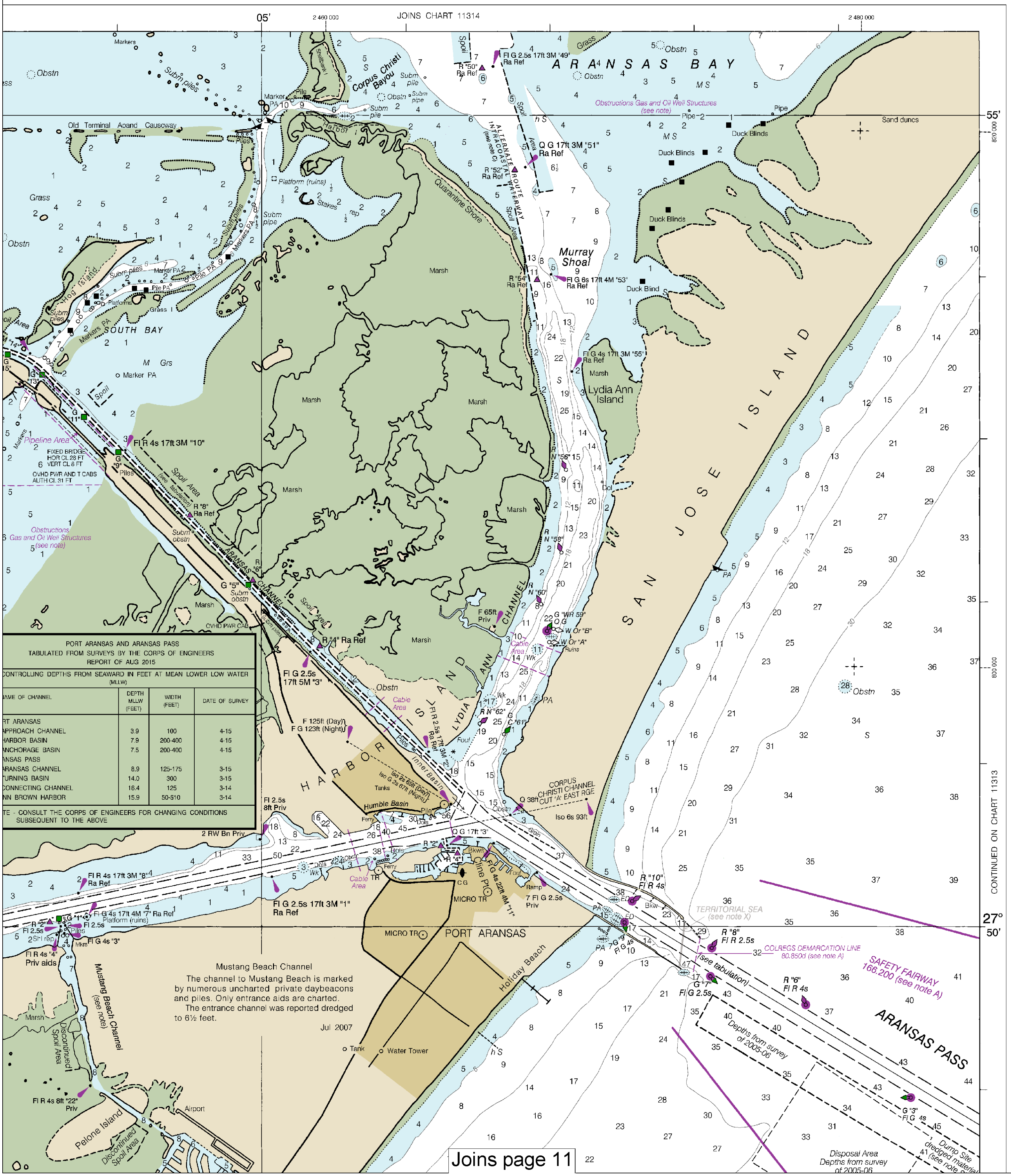


This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57142. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.



PORT ARANSAS AND ARANSAS PASS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS
REPORT OF AUG 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
PORT ARANSAS			
APPROACH CHANNEL	3.9	100	4-15
HARBOR BASIN	7.9	200-400	4-15
ANCHORAGE BASIN	7.5	200-400	4-15
ARANSAS PASS			
ARANSAS CHANNEL	8.9	125-175	3-15
TURNING BASIN	14.0	300	3-15
CONNECTING CHANNEL	16.4	125	3-14
LYNN BROWN HARBOR	15.9	50-510	3-14

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

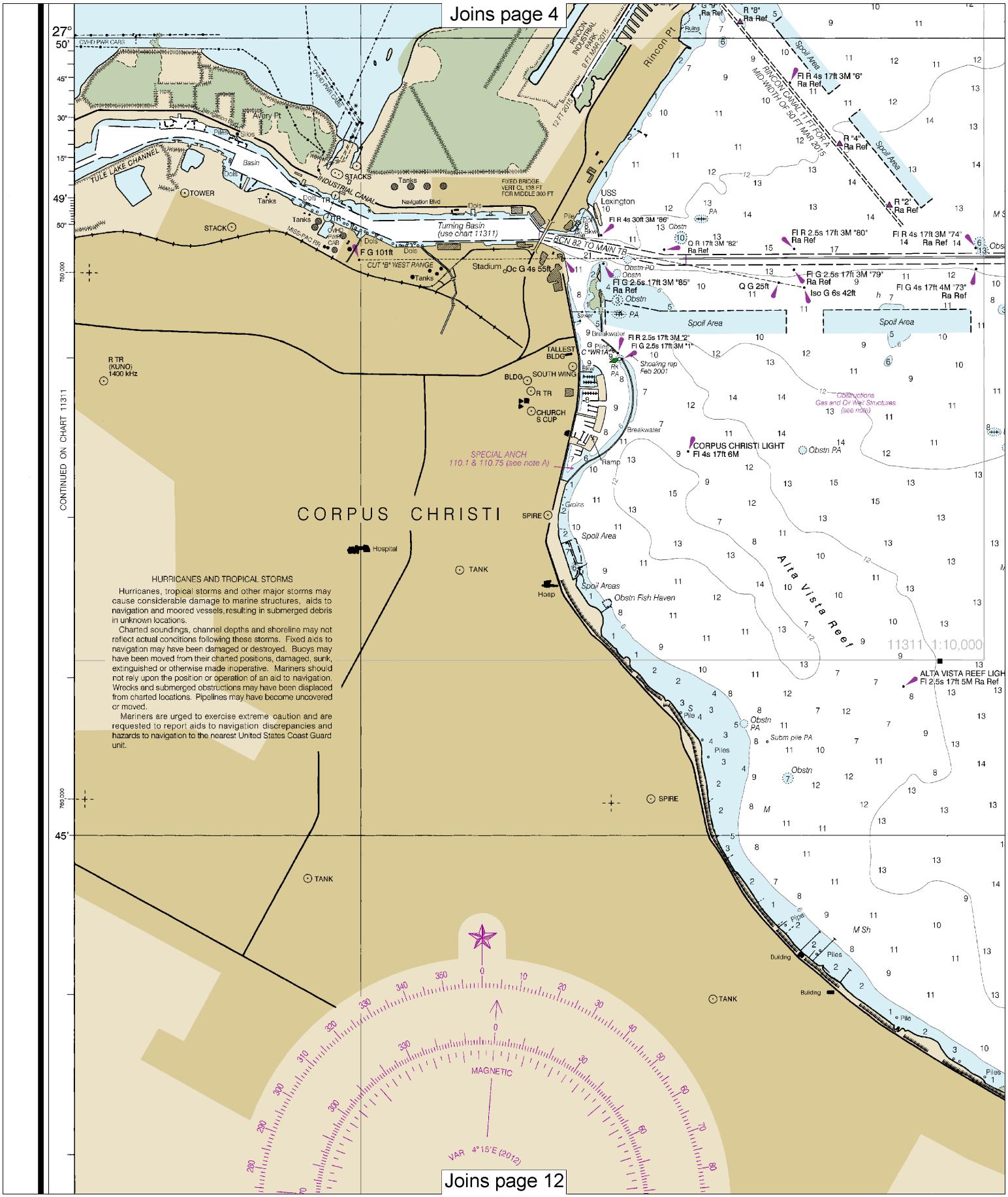
Mustang Beach Channel

The channel to Mustang Beach is marked by numerous uncharted private daybeacons and piles. Only entrance aids are charted. The entrance channel was reported dredged to 6½ feet.

Jul 2007

Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 11/30/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4416 (10/29/2016)



8

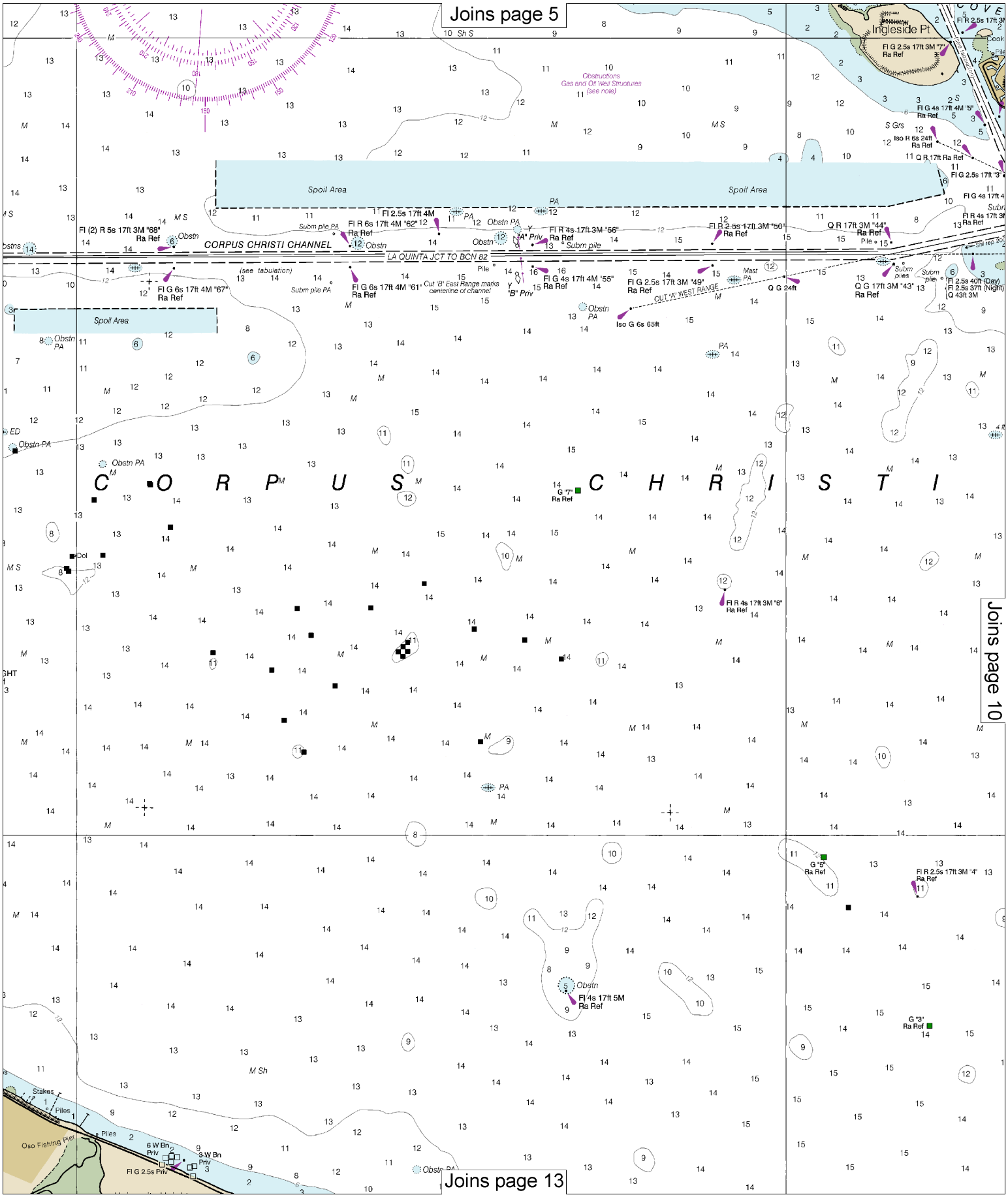
Note: Chart grid lines are aligned with true north.

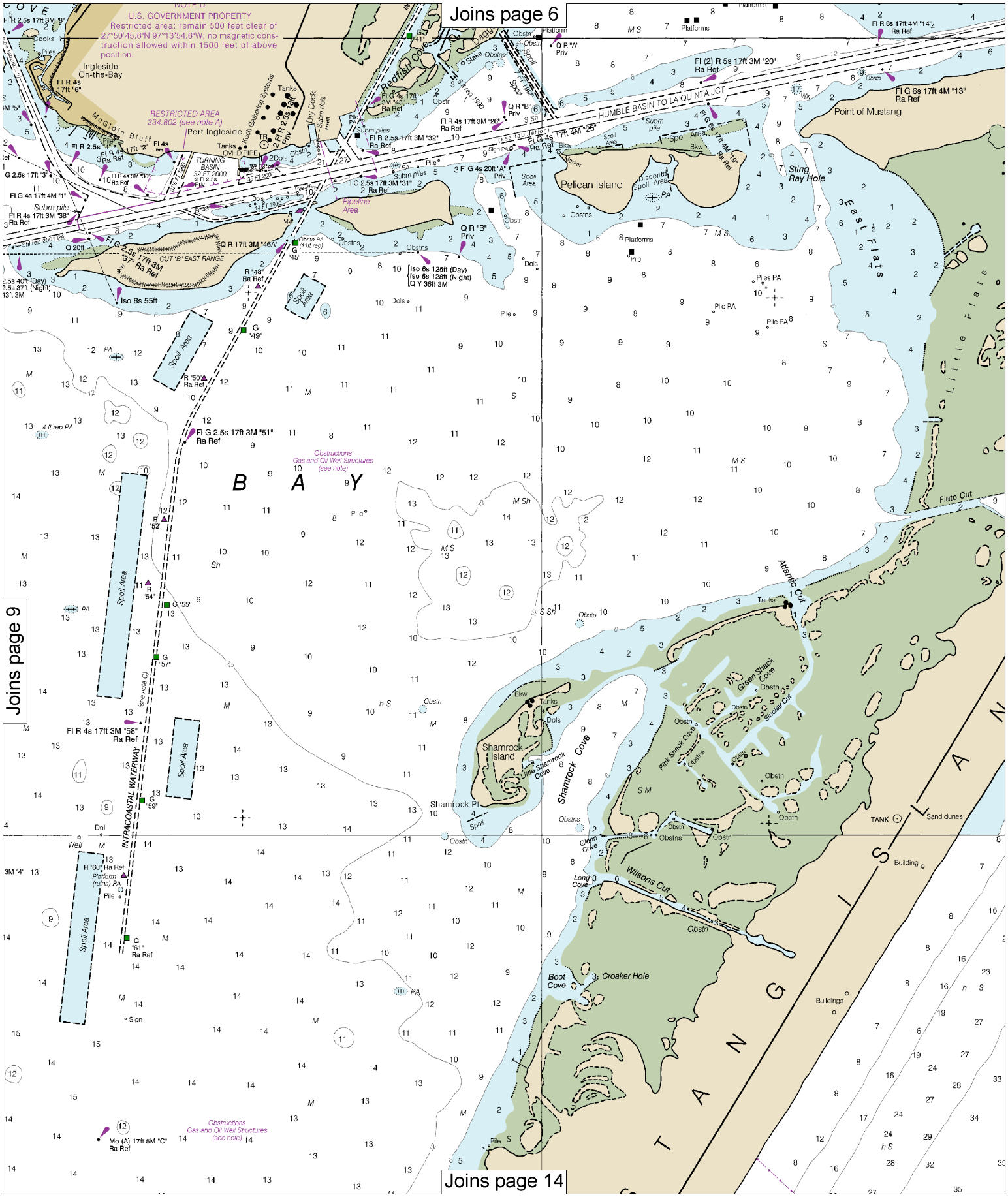
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Ingleside Pt
Fl R 2.5s 17ft 3M "7" Ra Ref
Fl G 2.5s 17ft 3M "7" Ra Ref
Fl G 4s 17ft 4M "5" Ra Ref
Iso R 6s 24ft Ra Ref
Q R 17ft Ra Ref
Fl G 2.5s 17ft "3"
Fl G 4s 17ft 4
Fl R 4s 17ft 3
Obstructions Gas and Oil Well Structures (see note)
Spoil Area
Spoil Area
Fl (2) R 5s 17ft 3M "68" Ra Ref
Obstn
CORPUS CHRISTI CHANNEL
LA QUINTA JCT TO BCN 82
(see tabulation)
Fl 2.5s 17ft 4M
Fl R 6s 17ft 4M "62"
Subm pile PA
Obstn PA
Obstn
Fl R 4s 17ft 3M "56" Ra Ref
Fl R 2.5s 17ft 3M "50" Ra Ref
Q R 17ft 3M "44" Ra Ref
Subm pile
Fl G 6s 17ft 4M "67" Ra Ref
Fl G 6s 17ft 4M "61" Ra Ref
Cut 'B' East Range marks centreline of channel
"B" Priv
Fl G 4s 17ft 4M "55" Ra Ref
Fl G 2.5s 17ft 3M "49" Ra Ref
CUT 'A' WEST RANGE
Iso G 6s 65ft
Q G 24ft
Q G 17ft 3M "43" Ra Ref
Fl 2.5s 40ft (Day) Fl 2.5s 37ft (Night) Q 43ft 3M
Spoil Area
Obstn PA
Obstn PA
Dol
C O R P U S C H R I S T I
G "7" Ra Ref
Fl R 4s 17ft 3M "6" Ra Ref
Joins page 10
Fl 4s 17ft 5M Ra Ref
G "5" Ra Ref
Fl R 2.5s 17ft 3M "4" Ra Ref
G "3" Ra Ref
M Sh
Stakes
Piles
Oso Fishing Pier
6 W Bn Priv
3 W Bn Priv
Fl G 2.5s Priv
Obstn PA
Joins page 13



10

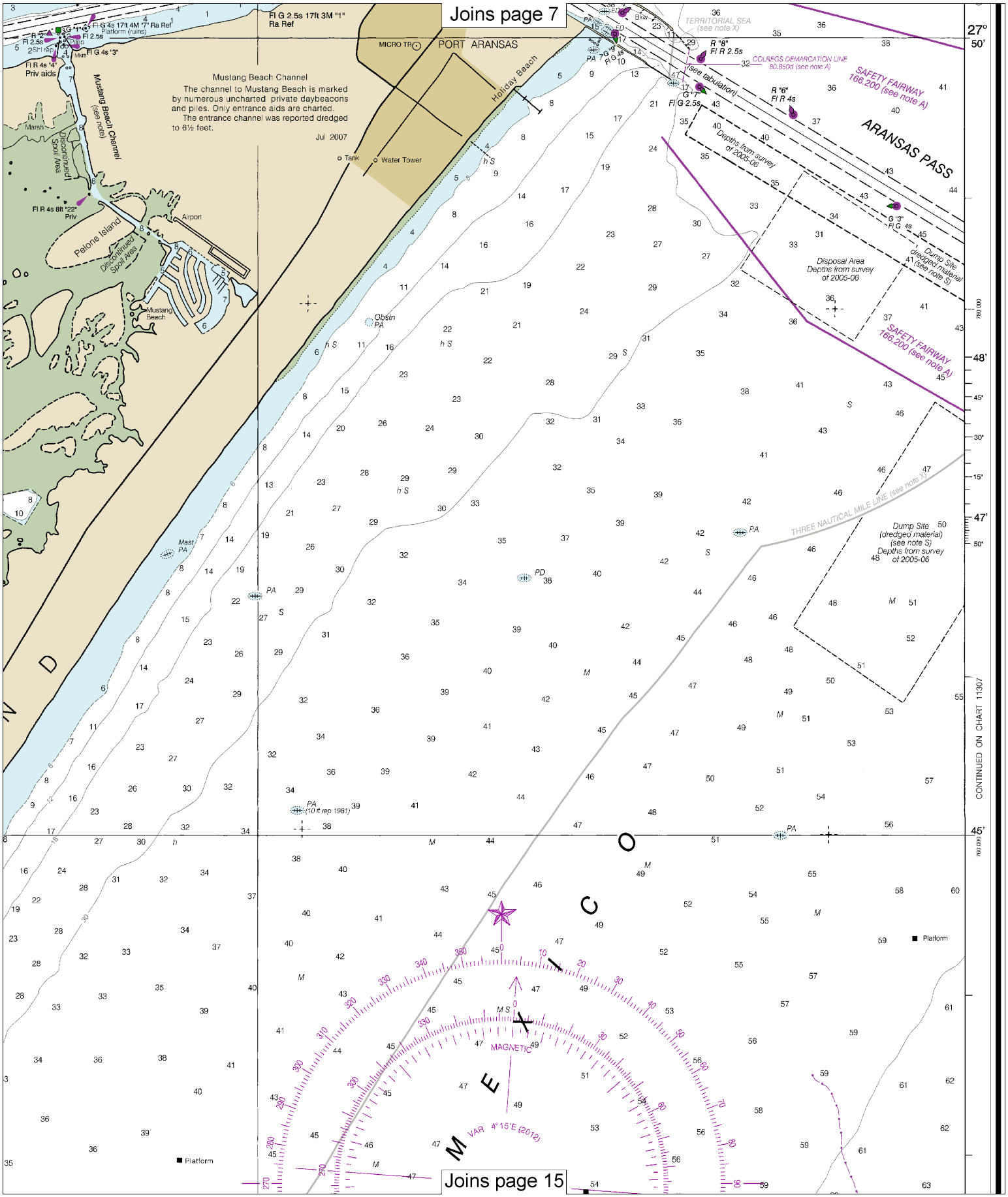
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

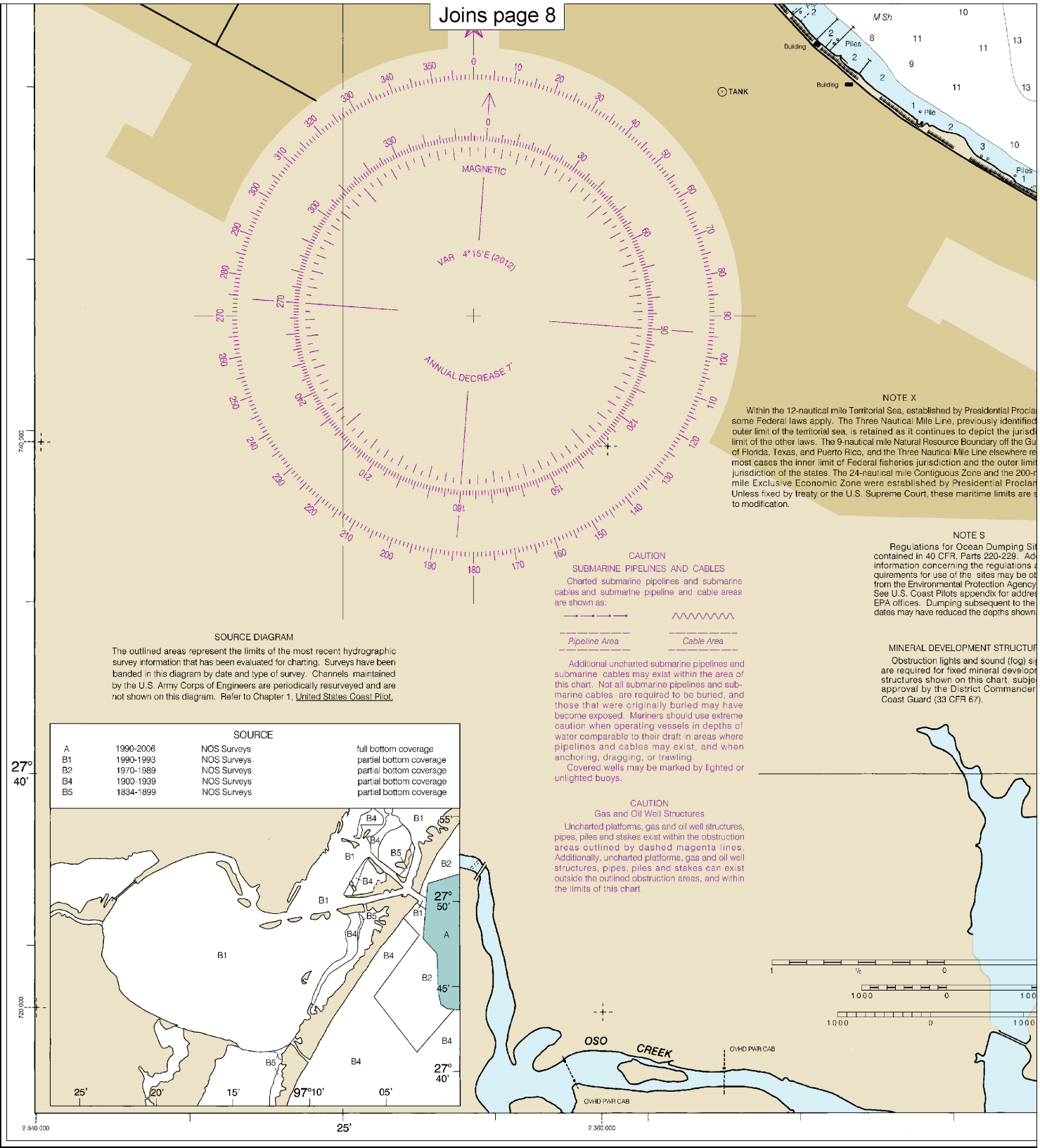
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
PORT ARANSAS
MICRO TR
Mustang Beach Channel
The channel to Mustang Beach is marked by numerous uncharted private daybeacons and piles. Only entrance aids are charted.
The entrance channel was reported dredged to 6½ feet.
Jul 2007
Mustang Beach Channel (see note)
Holiday Beach
Tank
Water Tower
Fl G 2.5s 17ft 3M "1" Ra Ref
Fl G 4s 17ft 4M "7" Ra Ref
Platform (ruins)
Fl R 4s "4" Priv aids
Fl G 4s "3"
Fl R 4s 8ft "22" Priv
Pelone Island
Airport
Discontinued Spoil Area
Mustang Beach
Marsh
Obstn PA
Mast PA
PA
PD
PA (10 ft rep 1981)
TERRITORIAL SEA (see note X)
R "8" Fl R 2.5s
COLREGS DEMARCATION LINE 80.850d (see note A)
(See tabulation)
R "6" Fl R 4s
Fl G 2.5s
SAFETY FAIRWAY 166.200 (see note A)
ARANSAS PASS
G "3" Fl G 4s
Depths from survey of 2005-06
Disposal Area Depths from survey of 2005-06
Dump Site dredged material (see note S)
THREE NAUTICAL MILE LINE (see note X)
Dump Site (dredged material) (see note S) Depths from survey of 2005-06
CONTINUED ON CHART 11307
Platform
MAGNETIC
VAR 4° 15'E (2012)
Joins page 15
27° 50'
48'
45'
30°
15'
47'
50'
760 000

Joins page 8



41st Ed., Apr. /12

11309

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The Nationa Ocean Service encourages users to submit corrections, additions, or comments fo improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocea Service, NOAA, Silver Spring, Maryland 20910-3282.

Last Correction: 11/30/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4416 (10/29/2016)

Note: Chart grid lines are aligned with true north.

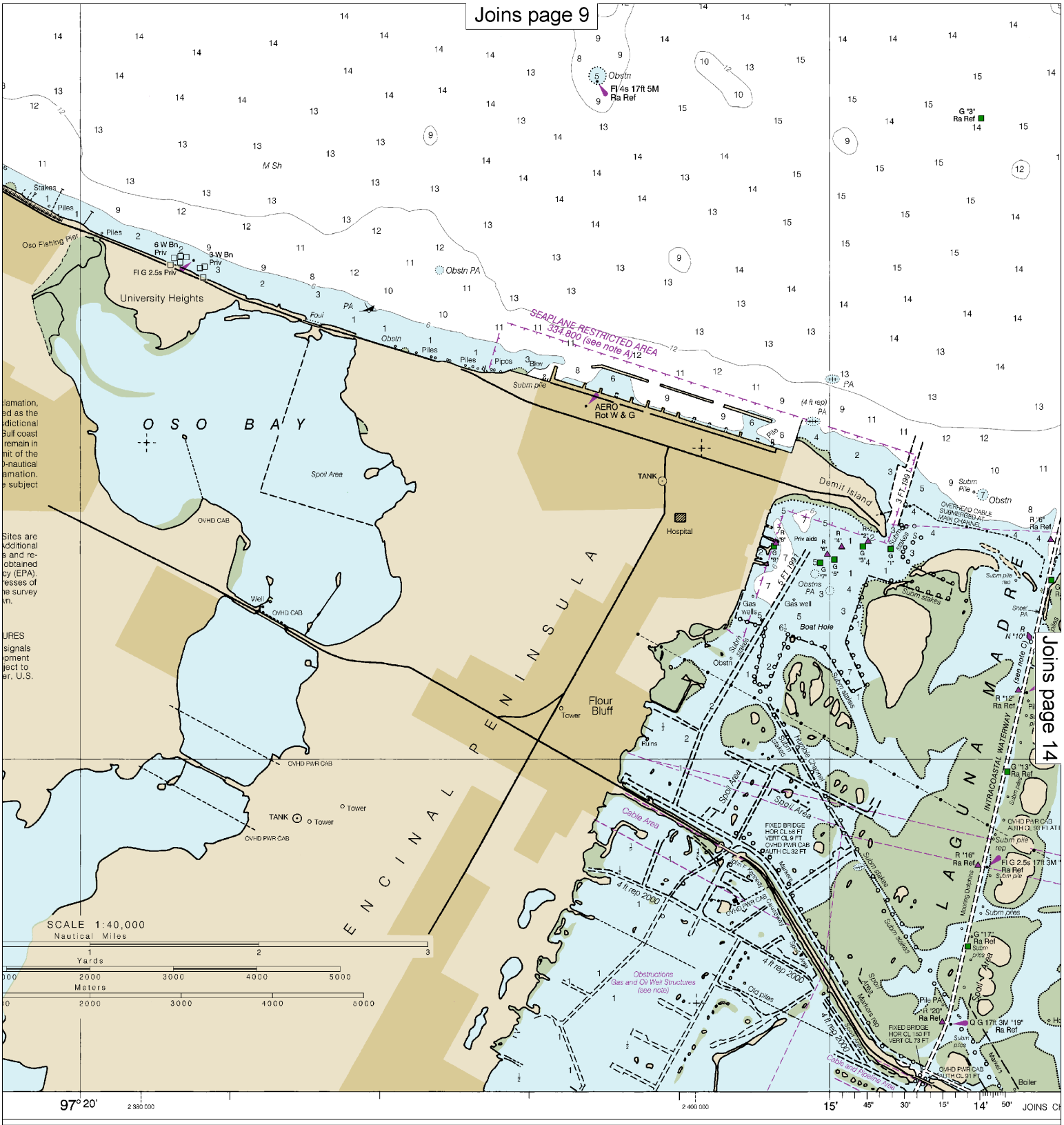
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 9



Joins page 14

SOUNDINGS IN FEET

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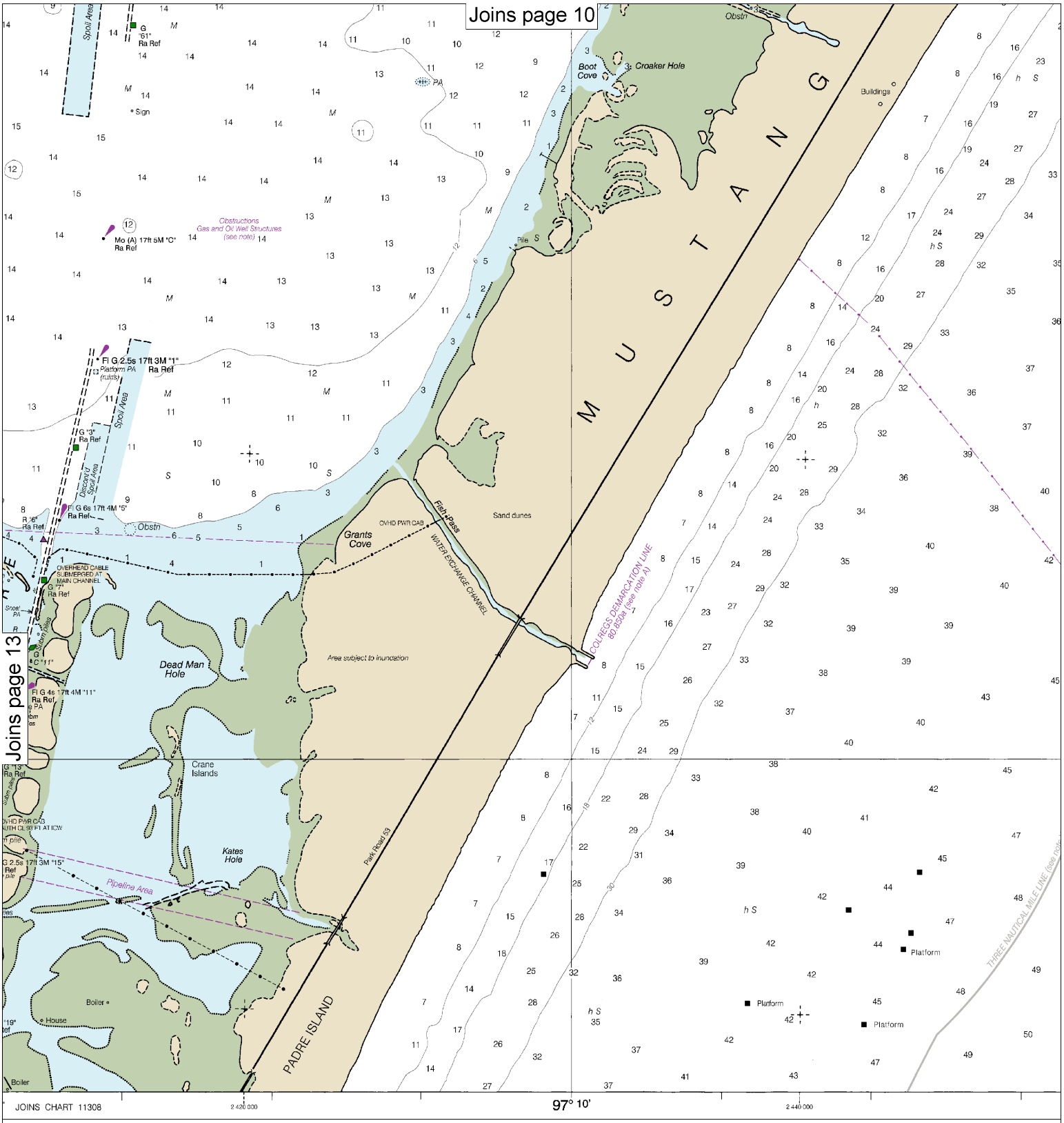
NATIONAL OCEANIC AND A
NATIONAL
COAS



ublished at Washington, D.C.
DEPARTMENT OF COMMERCE
ANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divic right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the spe

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

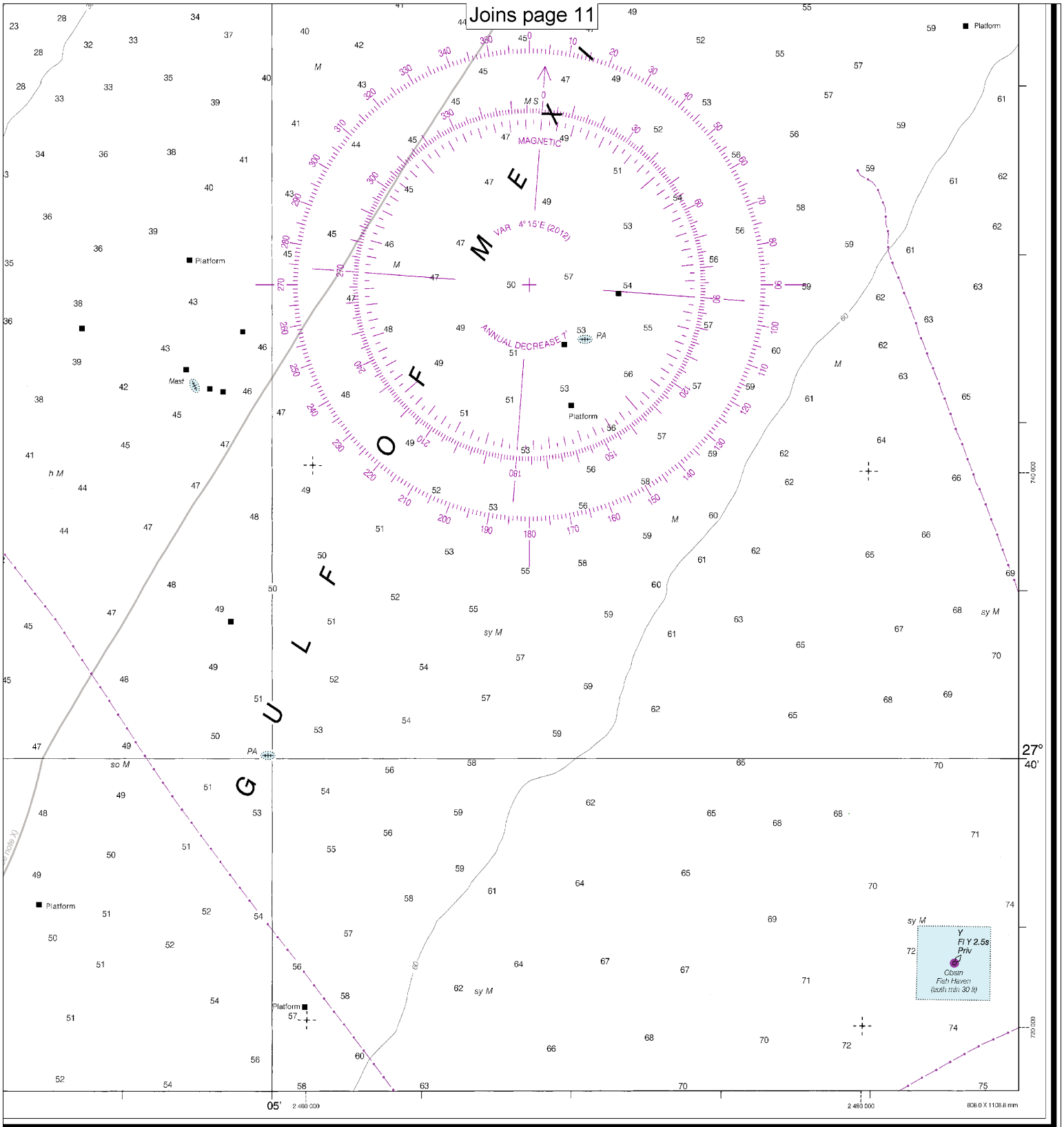
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.



0 40 50 60

vider spread, place
peed is 16.0 knots.

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Corpus Christi Bay

SOUNDINGS IN FEET - SCALE 1:40,000

11309

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker